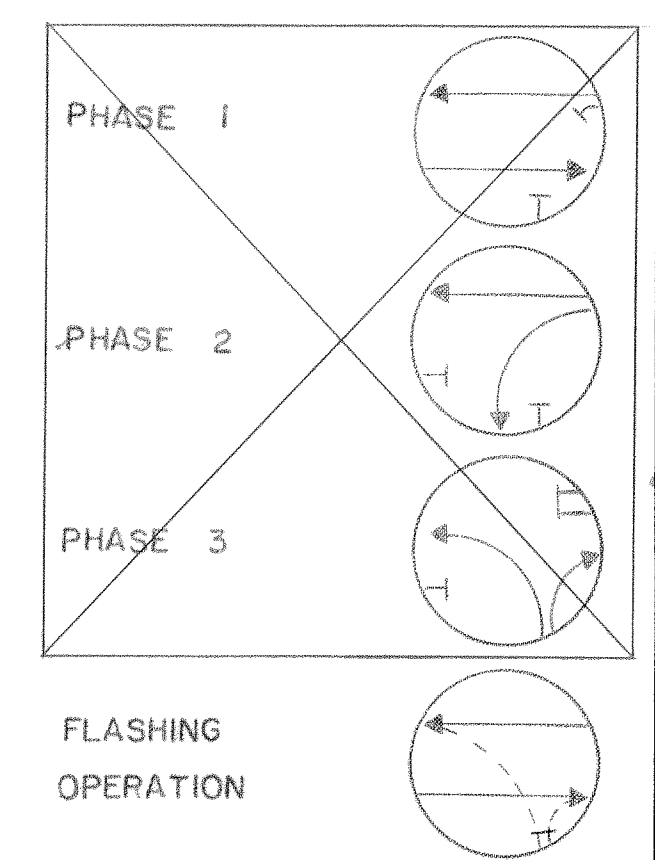
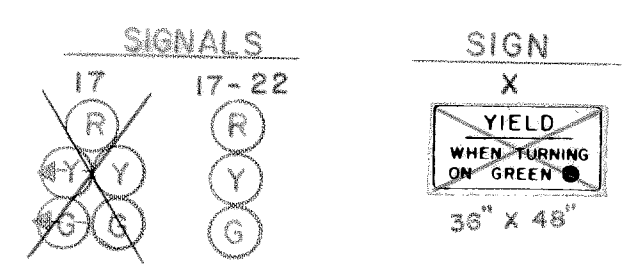


NOTE

1. SEPARATE DISCONNECT SWITCHES ARE REQUIRED FOR SIGNALS AND STREET LIGHTING.
2. STOP BARS AND STRIPING ARE PROPOSED.



LEGEND OF UNDERGROUND UTILITIES

—G—G—	GAS MAIN
—W—W—	WATER MAIN
—S—S—	SEWER MAIN
—E—E—	ELECTRIC CABLES
—T—T—	TELEPHONE CABLES
—A—A—	AERIAL CABLES

- NEMA PHASING NOTES**
1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

APPROVAL: REGIONAL TRAFFIC ENGINEER	
APPROVAL: CHIEF BUREAU OF TRAFFIC ENGINEERING	
APPROVAL: ASST. CHIEF ENGINEER TRAFFIC	
8-30-85 REMOVED LAG LEFT TURN PHASE.	
REVISIONS	
STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION TRAFFIC DIVISION — BUREAU OF TRAFFIC ENGINEERING US 13 & PINE BLUFF ROAD	
SCALE 1"=20'	DATE 9-18-79
CONTRACT NO. WI 607-501-185	
DRAWN BY: BRUCE THOMPSON	
COUNTY: WICOMICO	
DESIGNED BY: Bruce Thompson	
SIGNAL NO.: 22119	
CHECKED BY: [Signature]	
DRAWING NO. TS-1733A	